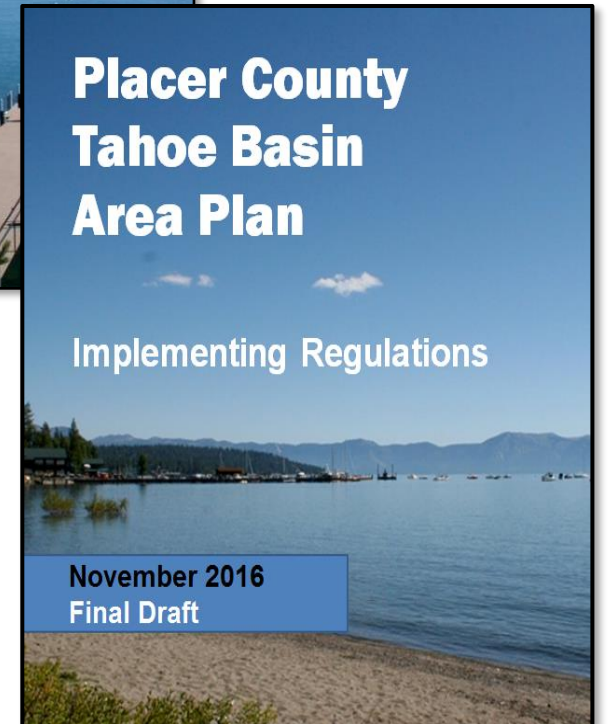
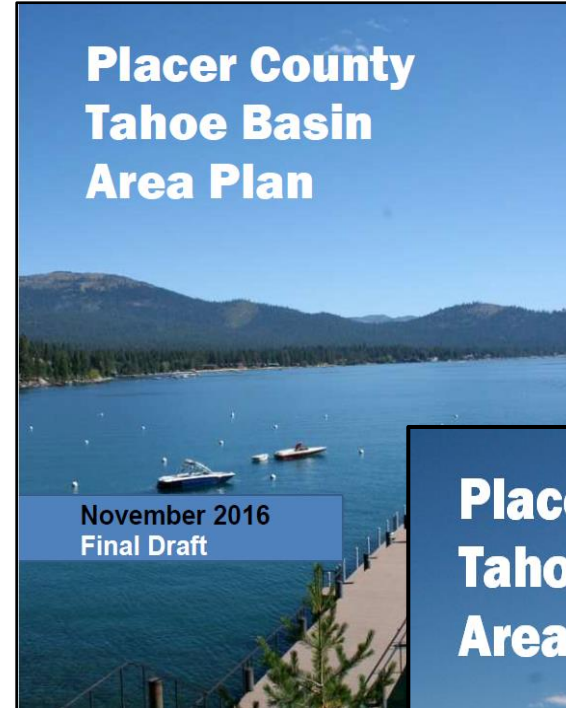


North Lake Tahoe Town Center Parking Exemption Pilot Program (PPEP)

Area Plan Background

- Area Plan Adopted in January 2017
- Area Plan includes Policy Document and Implementing Regulations
- Implementing Regulations include parking standards for new development





Regional Triangle Transportation Plan (RTTP)

- Create a transportation system for tomorrow
 - Efficient use of existing infrastructure
 - Focus on improving mobility for all
 - Reduce transportation impacts on the environment
 - Improve congestion and travel delays
 - Promote and enhance transit services
 - Provide linkage for non-motorized travel choices
- RTTP Includes a Parking Management Study focused on wide range of parking management strategies for commercial cores and summer/winter recreational sites

An aerial photograph of a scenic lake area. In the foreground, a marina is filled with numerous small boats and yachts docked along a wooden pier. The water is a deep blue-green. In the background, there are rolling green hills and mountains under a clear blue sky with a few wispy clouds. The image is partially obscured by a white curved shape on the right side, which serves as a background for the text.

Town Center Parking Exemption Pilot Program

The pilot program focuses on expanding the existing parking exemption program in four key areas:

- Expands eligible applicants to include all development / redevelopment proposed in town centers.
- Allows, with further collaboration, tourist accommodation and residential uses to be considered for the parking exemption program.
- Removes the existing limitation that project sites eligible for the exemption shall be entire 25,000 square feet or less.
- Expands financial mitigations beyond establishment of a transit Zone of Benefit to include financial support for transit service enhancements or other alternative transportation projects that support multi-modal transportation and/or strategies noted in the RTTP.



Area Plan Parking Standards – Existing Parking Exemptions (Section 3.07, Part 10, Section d)

- Provides a path to voluntarily waive parking requirements within Section 3.08 (Parking & Access) for a period of ten years from the date of approval of TBAP for projects proposed on parcels within Town Centers and fronting the State highway.
- Waivers may be granted beyond ten years from the date of approval of TBAP on a case-by-case basis, as approved by the County Department of Public Works.
- Under this TBAP provision, parking waivers may not be granted for residential, or tourist accommodation uses; and the County reserves the right to also consider excluding sit-down restaurants from the waiver on a case-by-case basis.

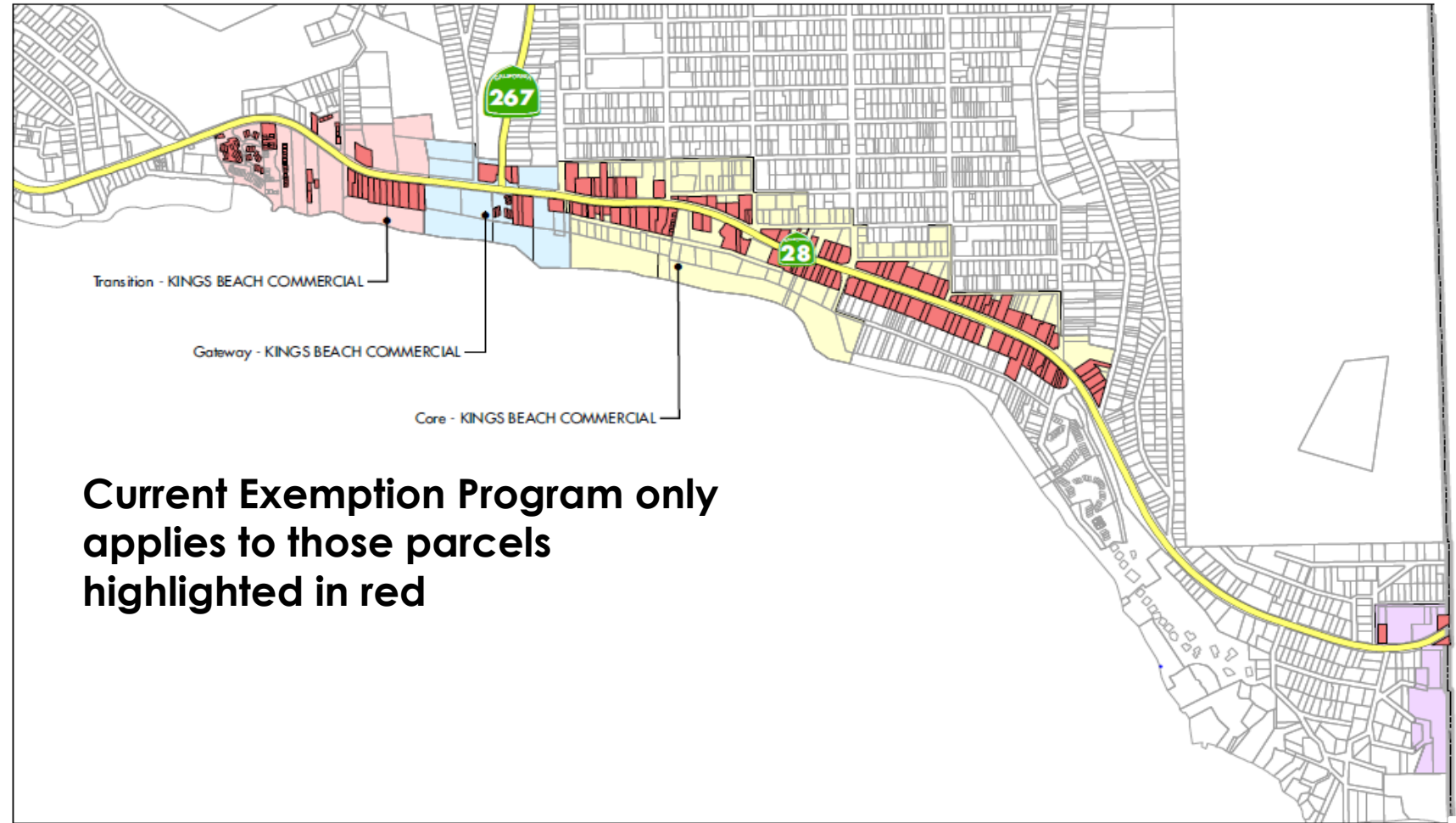


In addition, waivers may only apply to projects that include the following:

- The entire project site is 25,000 square feet or less. Separate projects by applicant, but with adjoining parcels, will be treated as one and the same project for the purposes of the waiver.
- The project does not include residential or tourist accommodation units. The County reserves the right to also consider excluding sit-down restaurants from the waiver on a case-by-case basis.
- Properties with onsite parking will agree to parking by non-business patrons during peak periods in the Town Centers.
- The project annexes into an existing or forms a new Zone of Benefit under the County's Community Service Area (CSA) Zone of Benefit to contribute to transit service enhancements thru payment of an annual transit in-lieu fee [which] will be assessed with associated property tax statements and payment will be due subject to property tax bill requirements. The amount of the transit in-lieu fee will assessment, to be determined by the County Public Works and will be consistent with the goals and objectives within the Placer County TART System Plan.
- After the 10-year waiver period (or as extended), a parking in-lieu fee program may be considered which will take the place of the transit in-lieu [fee] assessment. At such time, properties being assessed a transit in -lieu fee will be given the option to continue with the transit assessment or pay a parking in -lieu on-time fee, based on an approved parking in -lieu program.

Town Center

Kings Beach & Stateline Highway Facing Parcels 25,00 sq.ft. or Smaller



**Current Exemption Program only
applies to those parcels
highlighted in red**

 Highway Facing Parcels <= 25,000 Sq. Ft.

Town Center



Pilot Program would expand eligible parcels to all those highlighted in red.

PLACER COUNTY
COMMUNITY DEVELOPMENT RESOURCE AGENCY
GEOGRAPHIC INFORMATION SYSTEM DIVISION

Tahoe Basin
Area Plan

Figure 4-6
Kings Beach
Regional Plan
Land Use Diagram



Town Center Parking Exemption Pilot Program

Pilot Program Duration – Applications will be accepted until April 30, 2023. Prior to April 30, 2023, staff will return to the Board with a report of the outcomes of the pilot program and a recommendation on whether to continue the program on a permanent basis. If the Board decides to implement the expanded waivers associated with the pilot program permanently, the Tahoe Basin Area Plan will require updating.



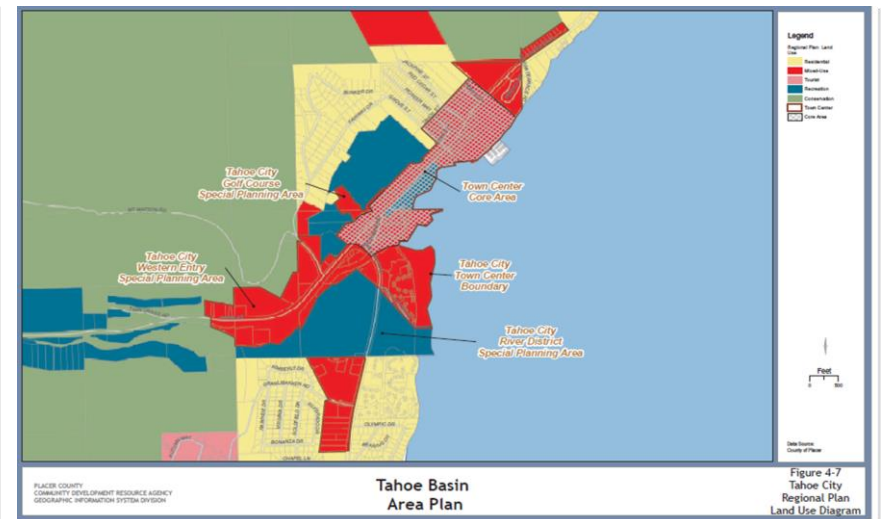
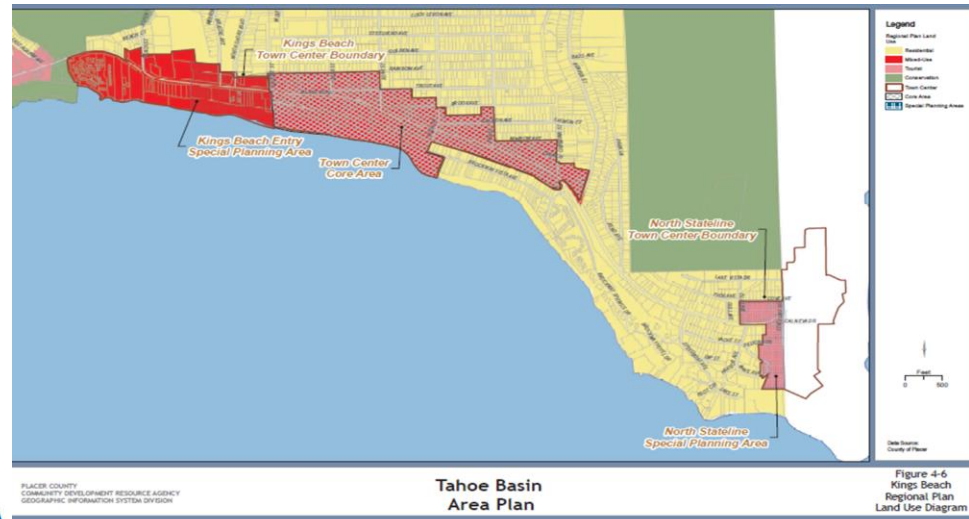
Town Center Parking Exemption Pilot Program

Consistent with Section 3.07, Part 10, Section d and Section 3.08 (Parking & Access) of existing TBAP Implementing Regulations, parking requirements may be voluntarily waived for a period of ten years from the date of approval of TBAP for projects proposed on eligible parcels (TBAP was approved by the Board on December 6, 2016 by Resolution 2016-240 and the implementing regulations were approved by Ordinance 5853-B.)

Waivers may be granted beyond ten years from the date of approval of TBAP on a case-by-case basis, as approved by the County Department of Public Works. Waivers from parking requirements associated with PPEP may similarly be waived for a period of ten years from the date of approval of the TBAP, with the ability for waivers to be granted beyond ten years from the date of approval of the TBAP on a case-by-case basis approved by the Department of Public Works.

Town Center Parking Exemption Pilot Program

Area of Applicability – New Development projects (new or redevelopment of existing uses) within Town Centers located in the North Lake Tahoe Area Plan Town Center Overlay Districts of Kings Beach, Tahoe City, and North State Line as defined in TBAP are eligible. For Residential and Tourist Accommodation Uses to be considered, further collaboration with CDRA and Department of Public Works planning staff is required to review parking plans / analysis to ensure a reasonable parking plan is in place if waiver / exemptions are sought.





Town Center Parking Exemption Pilot Program

Parking requirements for applicable projects located in Town Centers may be exempted subject to the following:

- Separate projects by applicant, with adjoining or non-contiguous parcels, will be treated as one and the same project for the purposes of the exemption. The waiver and corresponding requirements apply to the property the project is located on, and not the individual applicant (it runs with the land and not the person).
- Properties with onsite parking will agree to participate in parking management programs and allow parking by non-business patrons in the Town Centers. This will be outlined in a separate agreement with each eligible business use.
- As a condition of approval of any project approved under the pilot parking program, the project shall either:
 1. annex into an existing or form a new Zone of Benefit under the County's Community Service Area (CSA) 28 or;
 2. (2) pay and support other funding mechanism(s) as approved by the Department of Public Works Director and / or Community Development Resource Agency Director for transit service enhancements or other alternative transportation projects and shall support multi-modal transportation and/or strategies noted in the RTP.



Town Center Parking Exemption Pilot Program

- If a formal parking in – lieu fee is adopted, properties being assessed on an annual basis to support transit services, will be given the right to continue the assessment or pay a parking in -lieu on-time fee, based on an approved parking in -lieu program.
- Alternative funding mechanisms will be considered and shall be equal to or greater than that which otherwise would be required to be paid through a Zone of Benefit assessment.
- After the 10-year waiver period (or as extended), a parking in-lieu fee program may be considered which will take the place of the transit in-lieu fee assessment. At such time, properties being assessed a transit in -lieu fee will be given the option to continue with the transit assessment or pay a parking in -lieu one-time fee, based on an approved parking in -lieu program.
- The property owner will be required to enter into an agreement which outlines the waiver provisions, waiver duration and other requirements.
- Waivers from parking requirements associated with PPEP may similarly be waived for a period of ten years from the date of approval of the TBAP, with the ability for waivers to be granted beyond ten years from the date of approval of the TBAP on a case-by-case basis approved by the Department of Public Works and CDRA.

Next Steps

- Implement pilot program.
- Exploring further amendments to the Tahoe Basin Area Plan
Implementing Regulations to align with parking management goals and objectives of the RTTP.



Questions ?

